



Joseph P. Bort MetroCenter
 101 Eighth Street
 Oakland, CA 94607-4700
 TEL 510.817.5700
 TDD/TTY 510.817.5769
 FAX 510.817.7848
 E-MAIL info@mtc.ca.gov
 WEB www.mtc.ca.gov

Memorandum

TO: BATA Oversight Committee

DATE: February 6, 2008

FR: Executive Director

W. I. 1253

RE: Toll Bridge Rehabilitation Program - BATA Resolution No. 74, Revised

Richmond-San Rafael Bridge Fender Repair

On the evening of Thursday, January 10, 2008, an oil transport barge being towed by two tugboats in heavy fog struck pier 35 of the Richmond-San Rafael Bridge. Pier 35 is the pier just east of the main shipping channel. Similar to the ship strike to the San Francisco-Oakland Bay Bridge in November, the barge strike did not damage the bridge structure, but did do significant damage to the pier fender protection system. The independent fender protection system performed as intended by absorbing the energy from the impact and protecting the bridge.

The fender system consists of a pile supported concrete ring beam that surrounds the bridge foundation with horizontal timber sheathing on the exterior face of the ring and an interior rubber bumper system between the ring beam and bridge foundation. The barge impact tore off approximately 50 feet of timber sheathing, sheared-off or damaged 8 of the 12" steel fender support piles, and displaced the ring beam 8" south and several inches east along with other damage.

The California Department of Transportation (Department) has requested and has received approval from BATA staff to protect the compromised fender system from further damage and to implement repairs to the fender system. Thus far, the Department has secured a contractor by an emergency force account contract for the work and a 110' x 35' barge has been moored in front of the damaged fender to buffer and provide protection to the bridge pier. The Department is currently finalizing the repair plans and working with its contractor to implement repairs as soon as possible. A completion date has not yet been determined, but is likely to be highly dependent on availability of materials to start work.

Project Funding

The estimated cost of the project is \$6.0 million for repairs and \$1.0 million for support. The Department has requested initial funding for the work to be from the BATA Toll Bridge Rehabilitation Program and will pursue all options to recover damages from the responsible parties, or their insurance companies, to reimburse BATA for the cost of the repairs. As per

their practice, the Department is establishing a receivable to account for project costs and to seek reimbursement.

To date, BATA has been funding both Richmond-San Rafael Bridge and San Francisco-Oakland Bay Bridge emergency fender repairs from excess allocations made to existing rehabilitation projects. As an alternative, staff now proposes the establishment of a \$10 million Minor Emergency Reserve in the Toll Bridge Rehabilitation Program to fund these minor emergency projects in the interim until resolution on any reimbursement for the work is made. The \$10 million reserve would be in excess of the other fund reserves set aside for major emergencies that cause significant damage to the bridges or impair the ability to collect tolls.

In concept, so long as the Department and BATA are fully reimbursed by the responsible parties, there should be no net increase in cost to BATA. The determination to utilize the minor emergency reserve will be made by the BATA Executive Director and BATA would be informed of any action as soon as its next regularly scheduled committee or full BATA meeting.

For the Richmond-San Rafael Bridge Emergency Fender Repairs, staff proposes to establish the \$10 million minor emergency reserve and to draw \$7 million from it to fund the fender repairs leaving \$3 million in the reserve. The proposed net allocations are shown below

Table 1 – Rehabilitation Program Allocations

Contract		Proposed Toll Bridge Rehabilitation Fund Allocation
Minor Emergency Line Item		\$3,000,000
Richmond-San Rafael Bridge Emergency Fender Repairs (EA 04-3A1204)	Capital Outlay Capital	\$6,000,000
	Capital Outlay Support	\$1,000,000
Total		\$10,000,000

Recommendation

Staff recommends that the Committee refer BATA Resolution No. 74, Revised, to BATA to establish a \$10 million Minor Emergency Reserve and to draw \$7 million from that reserve to fund Emergency Fender Repairs to the Richmond-San Rafael Bridge.

/Steve Heminger/

SH:PL

J:\COMMITTEE\BATA Oversight\2008\January_2008\3_Rehabilitationprogram_lee.doc